

## NOISE POLLUTION

The noise level of certain streets is expected to rise due to increased usage. Adverse noise conditions are more prevalent in areas of high traffic congestion and on facilities that are functionally misused. It is an objective of the thoroughfare plan to reduce congestion and thereby either lower or maintain existing noise levels even though there will be more vehicle trips on the street system. The areas of greatest concern in the implementation of a thoroughfare plan are schools, churches, hospitals, and residences where streets widening will reduce setback distances.

During today's highway design process, engineers are taking into consideration noise levels created by highway improvements. Recent research has provided improved techniques to predict the noise levels created by highway improvements and offers measures such as elevating or depressing the roadway, providing different roadway surfaces and installing acoustical barriers to reduce noise levels. Design requirements that restrict the steepness of road grades have for many years helped to reduce truck noise levels.

## HISTORIC SITES

The location of historic sites in Rockingham-Hamlet was investigated to determine the possible impacts of the various proposed projects. The federal government has issued guidelines requiring all state transportation departments to make special efforts to preserve historic sites. In addition, the State of North Carolina has issued its own guidelines for the preservation of historic sites. These two pieces of legislation are described below:

National Historic Preservation Act - Section 106 of this act requires the Department of Transportation to identify historic properties listed in the National Register of Historic Places and properties that are eligible to be listed on the register. DOT must consider the impact of its road projects on these properties and consult with the Federal Advisory Council on Historic Preservation.

NC General Statute 121-12(a) - This statute requires DOT to identify historic properties listed on the National Register, but not necessarily those eligible to be listed. DOT must consider impacts and consult with the North Carolina Historical Commission, but is not bound by their recommendations.